

THE Red Cloud Chief.

"Eternal Vigilance is the price of Liberty," and \$2.00 a year is the price of the Red Cloud Chief.

VOL. V.

RED CLOUD, WEBSTER CO., NEBRASKA, THURSDAY, APR. 25, 1878

NO. 39

THE RED CLOUD CHIEF

PUBLISHED EVERY THURSDAY AT
233 CLOUD, NEBRASKA.

ROBIN & SPRINGER,

Editors and Proprietors.

\$2.00 per year, invariably in Advance

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Meets every Friday evening at 7 P. M.
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Office two doors east of the Court House.

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PARTICULAR ATTENTION GIVEN TO DISEASES PECULIAR TO FEMALE.

Office and Residence five miles east of Red Cloud. Near Elm Creek Mills.

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JAR. ALVERT, Proprietor.

Deals extensively in all kinds of furniture, such as Bureaus, Bedsteads, tables, chairs, Mirrors, and in fact everything to be found in a first-class furniture store.

GIVE ME A CALL.

RED CLOUD, - - - NEB.

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Particular attention given to shop work, and repairs made to order.

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STAGE LINE.

R. C. JONES PROPRIETOR.

Stage leaves Hastings for Red Cloud, Smith Center, Burr Oak and points south, on Monday, Wednesday and Friday, at 8 o'clock A. M. returning on alternate days. Passengers carried at reasonable rates. Offices, Smith's Book Store, Hastings and Valley House Red Cloud. 5-15-17.

HARNESS SHOP.

-BY-

J. L. MILLER,

Keeps constantly on hand a full line of

Harness, Collars, Saddles, Whips,

Horn, Hooks, Combs, Brushes,

Horn Oil and everything

usually kept in a first-class

shop.

The Highest Cash Price Paid for

Hides and Furs.

This space belongs to

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-OF THE-

CITY Drug STORE

Who is to busy to write an "Ad."

Red Cloud Drug Store.

C. H. POTTER, Prop.

Keeps the largest and best stock of

drugs, medicines, paints, and oils, to

be found in the Republican Valley.

Prescriptions carefully compounded,

day or night.

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RED CLOUD - NEBRASKA.

Stages leave this House for the north, south, east and west. Leaves for R. R. on Tuesday, Thursday and Saturday of each week. The best stabling in the Republican Valley. Livestock furnished for conveying passengers to any point at reasonable rates.

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Hides and Furs.

TEACHINGS OF HISTORY.

BY REV. J. M. FAYE

Under the influence of gratitude to their Divine Deliverer and of confidence in Him and also in Moses, His servant, their human leader, they willingly followed His guidance, even the movements of the visible token of His presence—the cloudy fiery pillar, out of the land of Egypt—the prison-house of their past bitter bondage whence with a mighty hand He led them—into the land of the Red Sea, through the waters of which He opened a highway for them on dry ground, to the banks of which they celebrated the victory which He had won for them over the vast host of their pursuing foes by overwhelming them all in the returning water in songs of lofty praise to their mighty Deliverer—and on into the Arabian desert till they reached the sacred mount, Horeb, where their glorious Deliverer had first appeared to Moses in the fiery bush, and called him to his life work for which he had fitted him. There the sight of greater wonders, more awe-inspiring displays of His supernatural power and majesty awaited them—the lofty mountain peak burning like a fiery furnace from which a thick volume of smoke and flame continually ascended to the skies, encircled by a dazzling radiance which outlined the sun's meridian glory and all enveloped in a cloudy mantle of thick darkness, out of which ever and anon darted the lightning flashes which revealed the more terrible glory that dwelt within, followed by those terrific thunder peals which shook the whole mountain till the camp ground trembled beneath their feet.

When the sound of a trumpet, waving louder and louder, summoned them to the base of the mount, where assembled they heard with trembling awe, an articulate voice—the sound of words—above the thunder rolls and the trumpet blasts—pronouncing distinctly in their hearing, a re-echo of the claims of their God and the cardinal principles of true piety and morality for all nations during all future ages.

COMMUNICATED.

To The Voters of Webster County.
On the 4th day of May next you will by your votes decide for or against the proposed railroad. The B. & M. railroad company ask for \$47,500 in 8 per cent bonds, and in return they give you a railroad from the main line to Red Cloud forty miles, which will cost them fully equipped, over half a million dollars. That portion of it in Webster county, 20 miles, will cost at least \$250,000.

The bonds will not be valid until the road is built and the trains are actually running on the road. No bonds were ever more carefully guarded by conditions. The B. & M. railroad company are now taxed \$6,400 for every mile of road they own in Nebraska; and hence they will pay a tax on \$128,000 between Red Cloud and the Webster county line north, and about \$75,000 on that portion of the line in the county, west, as the road progresses, making a tax basis of \$200,000 of railroad property in the county which now does not exist.

The total tax on \$200,000 in Webster county this year is \$4,000.

The yearly interest on the \$47,500 of bonds is \$3,800. The income tax on the 20 miles of road north in the county will be \$2,560 and for the 12 miles west will be \$1,536. In addition to this state ment let us see next what is the actual increased value to the real estate or farm lands in Webster county by having a railroad running through the center of the county north and south from the great Republican Valley to the main line of the B. & M.

In two or three years this extra or added value will amount to five dollars per acre for every acre of land in Webster county; and so there over 22,000 acres of land in a township each township will have an increased value of over \$110,000 and the 16 townships will be increased in value to the amount of \$1,760,000 or over a million and a half of dollars. Our taxes are now laid upon a valuation of \$400,000 in the county. If the valuation was twice as large the actual tax would be only 1/2 as much on the dollar as it is now; and in the same proportion for higher valuation, according to the real estate in the county increases in value by means of public improvements and facilities for transportation.

Throughout the broad extent of our Union the vitalizing thrill of the steam horse needs a vivifying current of life blood throbbing through its veins and the Nation is thus fed as it were with the facilities of railroad transportation.

What an aid was the railroad to the settlement of the broad fertile

This railroad, whether it branches off from Junata or Hastings to Red Cloud will pass through the middle of the county, or as nearly the middle as the grades will permit, therefore it favors all alike.

There will be at least four depots in the county, giving an opportunity for a flourishing town to grow up at or near the center.

It is altogether probable that the railroad will be continued up the Valley from Red Cloud without delay. The vast herds of cattle and supplies of coal at the head waters border the mineral regions of Colorado; prove that this railroad must soon become a great thoroughfare or through line, connecting the west and the east.

Every farmer can estimate for himself the time and money he now loses by hauling his grain to Hastings. It requires an average of two days to go and return from market. The 1000 farmers of Webster county then actually lose their time and team service which in the aggregate amounts to a very large sum. If the same work which is now lost on the road to market could be devoted to labor on the farm, it would be an advantage equal to many thousand dollars. By means of this railroad Webster county steps at once into the front rank. It becomes easily accessible, and its population will rapidly increase. Its citizens will be more contented because their advantages will be equal to any county in Nebraska. Production will increase, because the farmer need not waste his time as a teamster or carrier. Commodities, such as dry goods and groceries, will be cheaper, because it will cost less to bring them here.

We cannot afford to lose this road. If lost now it will be a long time before another railroad will be offered to us. The times are very hard throughout the land, and no railroads are being built anywhere. This one is within our reach. No citizen, voter, tax payer, land owner, farmer, merchant or mechanic in Webster county will ever regret his vote for the Missouri Western.

TWO SIDES

Webster County's Future

A Railroad And Assured prosperity.

No Road and—Death.

With the progress of civilization have railroads always, since their invention, been identified. In the comparatively short period since their introduction to the notice of the earth what changes they, with their attendant line of telegraph and rapidly moving trains, have wrought upon the human race, is a fact which is a matter of common knowledge. When we see the wondrous resources of our (Grand Republic) being so rapidly and efficiently developed throughout its entire length and breadth by the mighty, transforming, civilizing influence of steam, electricity, when we comprehend that all this has been accomplished in the last half century, and that with their aid and assistance a nation strong, terrible and overwhelming to fear, kind beneficent and liberal to its subjects and poor strangers seeking its aid, has been built up in a hundred years and now stands without a peer in the history of the world.

When we understand all these and then consider the mighty results of the fire horse in the minutest we can but stand in awe and with bowed heads, acknowledge the genius which invented, the energy and enterprise which introduced, and the liberality of national, state, county, precinct, city and village policy in encouraging, extending and perpetuating these highways of civilization and enlightenment.

Throughout the broad extent of our Union the vitalizing thrill of the steam horse needs a vivifying current of life blood throbbing through its veins and the Nation is thus fed as it were with the facilities of railroad transportation.

What an aid was the railroad to the settlement of the broad fertile

prairies and immense "free lands" of that happy young state, Illinois. All her prairies have been converted into beautiful and productive fields in a remarkably short time, all through the admirable system of railroads that traverse that noble state as a net work and were aided by one old gentleman in manly manly "the", said he "they keep out the weeds and don't give a chance for weeds to grow but add it the air of enlightenment and currents of immigration." Iowa has much the same history and also Nebraska in her short life, show she has been sustained by railroads from the "Great American Desert" that was, can testify to the influence of the railroad in the astonishing progress it has made in her settlement and wealth. True, as in the case in many other states, some of her most promising towns and counties have fallen in the last decade because of their error in not accepting railroads when proffered, as Nebraska City which for lack of judgment withheld the \$7,000 necessary to secure the U. P. railroad thereby giving it to Omaha and over after traveling her error, ill-fated, who then the railroad through a refusal to vote bonds when required, fell from a prosperous growing town to a second rate dead and almost place full of crime and poverty. Junata, that was on the high road to prosperity, the capital of a progressive county, with the advantage of one railroad, refused to vote county bonds and by that refusal lost the junction, and with it all that Junata now is. True Junata was her error when she was in now trying by every possible means to retrieve it, but we wish for that she will not succeed, for Hastings realizes the value of railroads and will secure all benefits resulting therefrom at any cost. Many other instances might be cited but the above are sufficient to show that even in Nebraska some mistakes have been made in not properly estimating the value of a railroad and thinking as the men who committed outside thoughts of death that it would come any how, not taking into consideration the fact that railroad directors and stockholders are but men and are governed by much the same thoughts we would be, should an exception of ours be submitted to the same reasoning.

Some men are loud mouthed against the railroad and are at all times talking about the "hoisted monopolies." "hid gloved aristocracy" and other monthly expressions, all of them perhaps true epithets when properly applied but woefully perverted by these mouthers while they have no argument but make up in assertion what they lack in logic and always oppose every improvement of what every nature. We are thankful that Webster county is comparatively free from these lying specimens of humanity who in common with their sinister brothers brag and kick at anything that comes within their reach. Then there is a large class in our country, good men and true, who are prejudiced against railroads and not without reason for their experience had not been the most desirable in the world. By the greater portion however have no prejudices to overcome and are ready, being thinkers and men of good reasoning powers to take the matter under careful advisement and profit by the study of it to all its bearings. We are glad to see these men in no hurry to make up their minds for it is always best not to be in a hurry about such matters and one important thing must not be lost sight of. When they do make up their minds it is to vote bonds. The objection raised by our good friends, who are prejudiced in that in many instances and to their certain knowledge have been voted for railroads, the companies have secured them and—no roads were built.

We are glad to know that this objection does not apply in our case for the road is to be built and trains running before the bonds are issued. In regard to the road coming any way, True enough it will, but where? Whether it will start from Kearney, or a point about midway between that place and Lowell, or Hastings. From the first named point, the company

(Continued on last page.)